

1904 REPORT

OF THE

DIRECTORS

OF THE

Michigan Central Railroad Company,

TO THE

STOCKHOLDERS:

TOGETHER WITH THE

REPORTS OF THE TREASURER AND SUPERINTENDENT.

JUNE, 1856.

BOSTON:

1856.

J. H. EASTBURN'S PRESS.

REPORT.

Report of the Directors to the Stockholders of the Michigan Central Railroad Company.

HEREWITH you have the report of Mr. Livermore, Treasurer, showing the financial condition of the Company, and of Mr. Rice, Superintendent, showing the details and results of the working of our Road for the year ending May 31, 1856.

Some of the most important items in the operation of the Road for the last three years compare as follows :

	Year ending May 31, 1854.	Year ending May 31, 1855.	Year ending May 31, 1856.
Earnings from Passengers, - -	855,917.94	1,246,409.00	1,497,854.61
“ “ Freight, - - -	673,019.70	900,446.03	1,209,924.74
“ “ Miscellaneous, -	50,475.00	68,428.70	92,663.46
Gross Earnings, - - -	\$1,579,412.64	\$2,215,283.73	\$2,800,442.81
Operating Disbursements, including Taxes, - - -	903,944.38	1,335,627.48	1,571,817.99
Net Earnings, - - -	\$675,468.26	\$879,656.25	\$1,228,624.82
No. of Way Passengers, - - -	245,028	345,138	389,510
No. of Through Passengers, - -	112,908	158,636	161,270
Total No. of Passengers, -	357,936	503,774	550,780
No. of tons of Freight moved, -	216,583	241,825	231,293
No. of miles run by Engines, -	1,150,000	1,292,739	1,576,871
Earnings per mile, - - -	\$1.38	\$1.71	\$1.77

The disbursements on account of operating the Road the past year have been something more than was anticipated. The expenses properly chargeable against that time have been less than disbursements by the larger amount in value of Fuel and Ties on hand now than a year ago.

The cost of Fuel purchased for the last four years has been as follows :

Year ending May 31, 1853,	-	-	-	\$76,857.60
" " " " 1854,	-	-	-	78,740.05
" " " " 1855,	-	-	-	142,670.57
" " " " 1856,	-	-	-	274,072.32

The amount of fuel purchased the past year, and paid for, exceeded the year previous 92 per cent., while the consumption has increased but 22 per cent., and we now have on hand something over \$100,000 worth of it more than we had a year ago. At the date of our last Annual Report, there were no ties of consequence on hand ; beside the very large number put in the track during the year, we have on hand and paid for 75,000 ready for the next year's use. The value of these and the extra fuel above noticed amounts to about \$120,000, by which sum the actual expenses of the past year have been less, and the net earnings greater, than the accounts show.

The Receipts for the year have been	-	-	\$2,878,321.06
Surplus Income, June 1, 1855,	-	-	236,737.55
			<hr/>
			\$3,115,058.61
Operating Disbursements for same time,	-	-	1,571,817.99
			<hr/>
Net Receipts,			<u>\$1,543,240.62</u>

This amount has been disposed of in the following manner :

Interest and Coupon Account,	-	-	\$473,639.34
Dividends, one of 4 and one of 6 per cent.,			602,840.00
Surplus on hand May 31, 1856,	-	-	466,761.28
			<hr/>
			\$1,543,240.62

If to this was added the \$120,000 of operating disbursements in excess of actual expenses, the surplus would be - - - \$586,761.28

To keep good our stock of Cars, out of the Operating Account there has been charged to Car Repairs the cost of the following new Cars :

2 first class	12-wheel Passenger Cars,
2 second class	8 " " "
4	12 " Baggage "
14	8 " Top Freight "
10	8 " Open " "

and a large number of Repairing Cars.

To correct the evil of breaking so large a number of Locomotive Driving Wheels during our occasional severe winters, (last winter we broke 54,) wrought iron Drivers have been ordered for 24 Locomotives, a part of which are just going into service.

The business of the road upon a single track has grown so large that its telegraphic facilities, as arranged with the Company whose line is along our road, have proved quite insufficient; and a line belonging wholly to our Company is nearly completed, and it is hoped will be in full operation in about one month. With the use of this, under a proper system, the business which may be done upon a single track, or with a given amount of equipment, may be largely increased, and the whole working rendered much more efficient, reliable, and certain.

We last year chartered one Steamboat, in addition to our two, to run between Buffalo and Detroit, to make up the North Shore Line. Finding we could not charter at a reasonable rate, if at all, a suitable Boat to keep in the line, the Steamer Mississippi was purchased of the Sandusky and Cincinnati line of roads for the sum of \$100,000. She is a very fine Steamer, and cost nearly double that sum two years ago, and is in every way well suited to the line, rendering it one of the finest lines on any waters.

To meet the requirements of our largely increased business, our Construction Account has been increased,
during the year, - - - - - \$806,326.39

This has been expended as follows:

For new Cars, among which (beside those charged to Car Repairs) are

14 first class	12-wheel Passenger Cars,
230 covered	8 " Freight "
75 open	8 " " "

and a considerable number of Repair and other		
Cars, costing	- - - - -	\$279,354.77
Nineteen new Locomotives,	- - - - -	169,392.52
New Depot Buildings in Chicago,	\$77,328.24	
“ “ and Shops in Detroit,	38,946.25	
“ “ “ “ in the interior,	14,327.10	
	<hr/>	130,601.59
Land in Chicago and at Stations in the Interior,		12,641.02
Grading and Superstructure, a large part in		
Chicago,	- - - - -	106,497.01
Steamer Mississippi,	- - - - -	100,534.73
Fencing,	- - - - -	2,990.00
Telegraph Line,	- - - - -	2,552.72
Engineering, &c.,	- - - - -	1,762.03
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Making a total of	- - - - -	\$806,326.39

The want of motive power and Cars last year prevented the fair development of the business of the Joliet and Northern Indiana Railroad, and it but little more than paid expenses. There were at times large amounts of freight upon and beyond it, seeking our Road as an outlet, but our own other business so absorbed our rolling stock that we were not able to meet its wants in a desirable manner. We think we shall be prepared the present year to give it better facilities, and have reason to hope for a fair result as a matter of profit.

As this Company, in conjunction with the Illinois Central Railroad Company, by the terms of the lease of the Joliet and Northern Indiana Railroad, were bound to pay 8 per cent. upon \$312,500 of its stock, which, with its bonds, covered the cost of that road, it was deemed expedient to buy a controlling interest in it, which has accordingly been done, and this Company now owns a majority of that stock, its lease with ours and Illinois Central remaining as before.

The Northern Cross Railroad was opened to Quincy, Illinois, last spring. This adds 100 miles to our Western feeders, but was opened at such a time during the receding price of grain (its great staple) that its effects have as yet been hardly felt. With the usual movement of Western produce renewed, this line will

be felt to be a valuable acquisition to our sources of business ; and though, just at this moment, the price of produce is somewhat disheartening to operators and unsatisfactory to producers, we look forward with confidence to a prosperous year for the carriers of the West, and hope for a business equal to the preparation we have made for it.

In accordance with the recommendation of our late President, the Board have created the office of Auditor, and appointed William Boott, Esq., to the office, whose duty it is to inspect in detail the accounts of such of the officers and employees of the Company as have the handling of money and securities, both here and in Michigan ; and it is hoped that through these and such other duties as the Board may assign him, a useful and efficient safeguard to its monetary affairs may be established.

The fact that most of our fuel for the year has to be purchased, and our State Tax, of something above one per cent. upon our capital, to be paid in the winter months, when our earnings are lightest, renders it expedient that our dividends should be made from the earnings of the seven months ending June 30, and the five months ending November 30, instead of May 31 and November 30, as heretofore. This change will still leave the largest portion of the profit to the autumn account ; but inasmuch as it will be nearer equal than the old plan, and bring with it no inconvenience, it is recommended for future practice, and that the days on which dividends be paid shall be July 1 and January 1.

By order of the Board.

J. W. BROOKS,

President.

TREASURER'S REPORT.

*To the President and Directors of the Michigan Central
Railroad Company.*

GENTLEMEN :

Herewith is respectfully submitted the Annual Accounts of the Company, for the year ending on 31st May last.

The standing of the Company is shown by the accompanying General Account, marked A, by which it appears that the Capital Stock has been increased eleven thousand five hundred and sixteen dollars, being the amount of additional fractions sold at par to complete full shares.

The Bonded Debt shows a decrease of one hundred and eighty-six thousand dollars, (\$186,000,) the amount of Bonds paid and cancelled during the past year.

The Balance of Bills Payable and Receivable Accounts, shows an increase over last year of four hundred and sixty-nine thousand nine hundred and fifty-six dollars and seventy-seven cents, (\$469,956.77,) and the Company has received from the Illinois Central Railroad Company the sum of six hundred thousand dollars (\$600,000) in payment for an equal amount of Bonds surrendered. The Receipts from these two last mentioned items have been appropriated to defray the increase of Construction, Joliet and Northern Indiana Railroad Stock, and a considerable balance remains in the hands of the agents of the Company, as may be seen by a comparison of this year's accounts with the last year's.

The Statement marked B shows the condition of the Income Account, there being a balance to the credit of this Account of four hundred and sixty-six thousand seven hundred and sixty-one dollars and twenty-eight cents (\$466,761.28.)

The paper marked C gives the gross Receipts and amount of Operating and Interest Accounts for the year, the Receipts being

-	-	-	-	-	-	-	\$2,878,321.06
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Receipts of the previous year,	-	-					2,261,936.62
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Increase,	-	-	-	-			616,384.44
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Operating and Interest Account,	-	-					\$2,045,457.33
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Do. of the previous year,	-	-	-				1,696,530.96
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Increase, -	-	-	-	-	-		348,926.37
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ISAAC LIVERMORE, *Treasurer.*

Boston, June 1, 1856.

A.

Dr. *The Michigan Central Railroad Company in General Account.* Contra. Cr.

1856. June 1.	To Capital Stock,	\$ 6,033,432.00	1856. June 1.	By Construction No. 1, Purchase of Road,	\$ 2,000,000.00
	" Bond Account, 6 per cent. Sterling Bonds, unconvertible,	\$ 463,613.33		" Construction No. 2, Expenditures since purchase,	9,106,473.42
	8 per cent. Sterling Bonds, convertible,	500,000.00		" Cash on hand,	51,801.48
	8 per cent. Bonds, unconvertible,	1,054,450.00		" Assets in hands U. T. Howe, Local Treasurer,	62,637.69
	8 per cent. Bonds, convertible,	3,390,000.00		" Assets in hands R. N. Rice, Superintendent,	198,626.58
	" Income Account, Balance of this Account,	5,408,063.33		" New Albany and Salem Railroad Company Stock and Bonds,	609,763.99
	" Unpaid Dividends,	466,761.28		" Illinois Central Railroad Company Bonds,	200,000.00
	" Bills payable,	2,920.00		" Steamboats,	311,699.88
		1,098,759.72		" Assets in hands C. B. Swain, Steamboat Agent,	40,439.19
				" Joliet and Northern Indiana Railroad Stock,	114,913.71
				" Bills receivable,	313,580.39
					<u>\$13,009,936.33</u>

E. E.

BOSTON, JUNE 1, 1856.

ISAAC LIVERMORE, *Treasurer.*

B.

DR. *Income Account. Receipts of Road.* *Contra.* Cr.

1856. June 1.	To Balance of this Account, per Treasurer's Report of June 1, 1855, - " Receipts of Road from June 1, 1855, to June 1, 1856, per Statement C,	\$ 236,737.55 2,878,321.06 <u>\$3,115,058.61</u>	1856. June 1.	By Dividend declared June 15, 1855, 4 per cent., " Dividend declared December 19, 1855, 6 per cent., " Operating and Interest Account from June 1, 1855, to June 1, 1856, " Balance to New Account,	\$ 240,980.00 361,860.00 2,045,457.33 466,761.28 <u>\$3,115,058.61</u>
1856. June 1.	To Balance of Income Account, this day	\$ 466,761.28			

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E. E.

BOSTON, JUNE 1, 1856. ISAAC LIVERMORE, *Treasurer.*

C. *Operating Account and Interest for year ending May 31, 1856.*

Gross Receipts of Road, for year ending May 31, 1856.

Month.	Freight.	Passengers.	Miscellaneous.	Total.	Amount.	Date.	Account.	Amount.	Amount.
1855.						1856.			
June,	\$ 70,699.09	\$140,527.56	\$ 3,278.32	\$214,504.97		June 1	Road Repairs,	\$297,770.47	
July,	58,211.45	114,192.33	5,132.56	177,536.34			Building Repairs,	66,433.31	
August,	77,013.72	128,613.52	14,065.13	219,692.37			Locomotive Repairs,	174,855.49	
September,	107,188.83	163,489.06	3,839.49	274,117.38			Car Repairs,	99,828.22	
October,	81,055.25	191,049.11	17,648.65	289,753.01			Locomotive Service,	78,962.22	
November,	150,017.52	153,243.84	4,207.88	307,469.24			Train Service,	59,108.21	
December,	117,861.86	138,826.32	3,394.09	260,082.27			Station Service,	298,451.80	
1856.							Fuel,	269,469.82	
January,	150,217.99	72,205.86	13,848.08	236,271.93			Oil and Waste,	44,489.03	
February,	39,422.85	101,378.48	3,196.50	143,997.83			Stationery and Printing,	26,246.34	
March,	97,546.86	64,185.88	3,742.49	165,475.23			Taxes,	73,380.29	
April,	134,335.18	121,339.87	4,007.45	259,682.50			Miscellaneous,	82,822.79	\$1,571,817.99
May,	138,804.69	176,676.83	14,256.47	329,737.99					
	1,222,375.29	1,565,328.66	90,617.11		2,878,321.06		Interest paid from June 1, 1855, to June 1, 1856,		473,639.34
							Balance, being Net Receipts of the year ending May 31, 1856,		832,863.73
									\$2,878,321.06

E. E.

BOSTON, JUNE 1, 1856.

ISAAC LIVERMORE, *Treasurer.*

SUPERINTENDENT'S REPORT.

*To the President and Directors of the Michigan Central
Railroad Company.*

The following Report and Tabular Statements in regard to the operations of the road for the year ending May 31st, 1856, are respectfully submitted.

It will be seen by reference to Statement D herewith, that the gross earnings for the year have reached the sum of \$2,800,442.81, made up as follows:—

From Passengers,	-	-	-	-	-	\$1,497,854.61
“ Freight,	-	-	-	-	-	1,209,924.74
“ Mails and Express,	-	-	-	-	-	92,663.46

Total,	-	-	-	-	-	\$2,800,442.81

This shows an excess of earnings over the year previous of \$585,159 08, or a little over 26 per cent.; and over the earnings of the year ending May 31st, 1853, of \$1,646,-781.90, or about 142 per cent. The latter comparison is given in this connection for the purpose of showing the rapid expansion of the business of the country from which the road derives the great bulk of its revenue; it having been in operation through to Chicago during the entire year ending May 31st, 1853, makes the comparison a fair one.

While it is hoped and believed that the *total business* of the past year has been as large as the most sanguine friends of the road had reason to expect, the earnings have been seriously affected, partially in consequence of the last wheat crop, through the counties tributary to this line, having been

materially damaged from incessant rains at harvest time, thus rendering the bulk of the crop entirely unfit, either for shipment in the berry, or manufacturing into flour during the fall and winter, and also from the stagnation of all produce operations at the West the last few months, consequent upon low prices and dull markets at the East.

The above causes have not only seriously affected our earnings from the great staples of the country, but to a certain extent have had their effect upon the Passenger business.

Referring to statement C, though a falling off of about 30 per cent. is shown in the earnings from Wheat and Flour, it will be seen that the increase from "*all other Freights*" over the previous year has been \$371,863.79, or about 53 per cent., thus tending to settle the fact that the general business of the road is in a healthy condition, and keeping pace with the growth of the country to which it is indebted for its revenue; and though the failure of a wheat crop will have its effect for the time being, the general freighting business of the road is not affected to a degree to cause serious anxiety.

Had the Wheat crop along the line of the road been as good and well harvested as that of more favored portions of Michigan, and had Grain prices kept up to more satisfactory figures, such as to have warranted its shipment by rail from the States west of us during the winter and early spring, there can be no doubt that the gross earnings of the year would have reached \$3,000,000, and perhaps have exceeded that sum.

It will be seen by referring to statement G, that there is a falling off in total tons moved, of about 10,000 tons, though an increase in Freight Earnings of \$309,478.71. It will be seen by referring to statement F, that in many articles enumerated there has been a very large increase over the previous year, and for the most part in those more remunerative than Grain and Flour, and which are carried a longer average distance, which will account for the *apparent* inconsistency of figures, that show *less* tons moved, and

increased earnings. For example, "Miscellaneous Merchandise" exceeds last year by about 12,000 tons, or 25 per cent. Neat cattle, 21,143 this year, against 12,109 last. Live hogs, 157,831 against 37,051, and so on.

The Earnings from Passengers, it will be seen, exceeds those of last year by \$251,445.61, being an increase of about 20 per cent., which is thought to be satisfactory.

The Passenger trains of the Illinois Central from Cairo, and the Chicago, Alton and St. Louis Road from St. Louis, use in common with this Company the same Depot at Chicago, and arrangements have been consummated, to take effect immediately, for the accommodation of the Trains of the Chicago and Burlington from Burlington, and Northern Cross Road from Quincy, thus concentrating under one roof at Chicago the Passenger business of many of the most important lines terminating in that City, which must operate to their mutual advantage, as the aim will be to make direct connections with all trains centering at that point.

The North Shore Line of Steamers having been perfected by the addition by purchase of the Mississippi, to take the place of the Buckeye State chartered last season, is now believed to be unsurpassed by any steamboat line in the country, and must be regarded as an indispensable auxiliary to the road, affording, as it does during the season of navigation, a prompt and reliable link *daily* between this and the important routes terminating at Buffalo. It is believed that Steamers of the speed, capacity, elegance and strength, so well and favorably known as the Plymouth Rock, Western World, and Mississippi, cannot fail of contributing to the credit as well as profit of the road.

ARRANGEMENT OF TRAINS.

During the last season up to the close of navigation, four *through* Passenger Trains each way were run, making direct connections with trains of the Canada Railway, and the North Shore and Cleveland and Sandusky Steamers. At the close of Lake navigation one through train was taken off, and an accommodation train between Jackson and Detroit

put on. Upon the opening of navigation this spring, the fourth train was again put on, and the accomodation train extended to Marshall.

In addition to the above, a Train has been run the entire year between Chicago and Michigan City, called the "Cincinnati Express," connecting at Michigan City with a Train of the New Albany and Salem Railroad, direct with Lafayette and Cincinnati.

The four through trains at the present time each make close connections in both directions with those of the Great Western (Canada) Railway. They also connect with all the Steamboat Lines on Lake Erie.

Time of trains is as follows:—

GOING EAST.

	Leave Chicago.	Reach Detroit.	Arr. at S. Bridge.
Lightning Express,	5.15 A.M.	2.45 P.M.	11.15 P.M.
Day " "	7 A.M.	6.50 P.M.	4.50 A.M.
P. M. " "	3.45 P.M.	4.30 A.M.	3.25 P.M.
Night " "	10 P.M.	9.15 A.M.	7.50 P.M.

GOING WEST.

	Leave S. Bridge.	Leave Detroit.	Arr. Chicago.
Mail Express,	8.05 P.M.	6.45 A.M.	7.40 P.M.
Night " "	11.45 P.M.	8.30 A.M.	7.50 P.M.
A. M. " "	7.30 A.M.	6 P.M.	6.30 A.M.
Day " "	11.45 A.M.	9.15 P.M.	8.10 A.M.

In giving the figures above, the running of the Canada Trains are shown for the purpose of giving the time between two important *Railroad* points, Chicago and Suspension Bridge; at the latter place, Canada trains make direct connections with those of all the roads diverging from that point, and at Chicago the trains of this road connect with most of the trains out of that city.

One Emigrant and two Freight Trains have been run Westward through to Chicago during the year, and one Stock and two Freight Trains Eastward during the same time. In addition to the above, it has been necessary, a

portion of the time, to run Lumber, Wood, and Timber Trains.

Statement J shows the account of Expenses for operating the road, which, including the State Taxes, amounts to \$1,593,509.22.

Some portions of this account will appear large. For instance, Road Repairs is \$297,901.00. This also includes the repairs of Bridges and Fences; and when it is taken into consideration that a portion of the line has been laid some nine years, the natural decay of timber, and the constant wear on the iron, would require the substitution of many new Ties, and extensive repairs of Rails.

There has been purchased during the year 143,457 Ties. There has also been purchased 30,000 Wrought Iron Chairs, which have been placed in the track with Joint Plank to take the place of the old Cast Iron Chair, considered unfit to remain. During the year, 23,570 Rails have been taken out of the track, repaired at the ends, and relaid.

All Railroads at the North suffered much from the extreme cold weather of last winter, and this road shared the fate of others, in the injury to a portion of its Rails, as well as in damage to its Rolling Stock, making it absolutely necessary to employ a large number of men during the spring months, after the frost was out of the ground, in getting the track in *good* running order again. Of the Ties above mentioned, some 75,000 are yet on hand to be put in the track during the summer. The Repairs of Bridges, included in the account of "Road Repairs," amounts to the sum of \$20,150.74, which includes several *double track* Stone Culverts to take the place of wooden ones put in when the road was first built.

The account for Locomotive Repairs, though pretty large, is not quite as large as last year; and besides the cost of general repairs of all the Engines for the year, this includes the rebuilding of 6 Engines, the construction of 16 new Tender Frames and Trucks, and 4 new Tanks. The severity of the last winter caused the breaking of 19 Crank Axles, 54 Driving Wheels, and 34 Tires, the replacing of which is included in the account of "Locomotive Repairs." There

are on hand at this time 81 Engines including 4 Trainers, 75 of which are in good order and able to do good service ; the others can be put in good working condition without much cost.

When the 10 Freight Engines now contracted for and building are received, the road will be fully equipped for the business promised by the present aspect of the wheat crop.

Table K herewith is a schedule and description of the Engines owned by the Company.

“ Car Repairs ” account being for the general repairs of all the different classes of Cars, includes also the building entirely new of

2 first class 12-wheeled Passenger Cars, to take the place of 2			
8-wheeled, purchased of the State, and worn out in service.			
2 second class 8-wheeled Passenger Cars.			
4	12	“	Baggage “
14	8	“	Box Freight “
10	8	“	Open “ “
50	Hand Cars.		
24	Rubble Cars.		
19	Repair and Wood Cars.		

There is also on hand and paid for, a large quantity of Lumber for repairs, which is included in this account. All the Cars upon the road at the present time are in good condition, and the cost of their maintenance the present year will probably not be as much as the past.

Statement L gives a description of the Cars of all classes in use, and those in process of construction.

The Expenditure for Fuel has been very large the past year, the greater part of the amount having been expended since the 1st of December. To show for this amount in part, there is on hand at this time about 91,000 cords of wood, and of the best quality ; much better than the stock of any former year. In consequence of the difficulty experienced heretofore in getting a full supply in the proper season for cutting, to carry us through the twelve months, engines have been

compelled, upon some portions of the line, to use unseasoned wood at a time of year when the best quality was needed to enable them to make their time. To obviate this difficulty, and with the view of having on hand for the approaching winter and spring months' use a good supply of well seasoned fuel, an extraordinary effort has been made to secure it; and, although attended with considerable *present* cost, the expenditure is believed to be warranted by the advantages to be gained in the *future* working of the trains.

The Telegraph Line now under process of construction by this Company along the entire line of the road, will be connected and in full operation by the 1st of July. An independent Telegraph line belonging to, and under full control of, the Company, communicating with every regular Station during the day, and with the most important points during the night, will be of incalculable service in the working of trains, and in transacting the Company's business. During the seasons of the year when the whole stock of the road is in requisition, the prompt movement of trains is of the utmost importance, and in no way can the desired promptness be attained in so large a business on a single track road, without the aid of an efficient Telegraph line, and such an one it is the intention to have, great pains having been taken in the selection of materials as well as in its construction.

Statement A herewith shows the number of Way Passengers, and Earnings from the same, for the years ending May 31st, 1856, and 1855.

Statement B shows the whole number of Passengers carried during the two years, and Earnings from the same, the increase in Earnings from Passengers being a little over 20 per cent.

Statement C shows the earnings from Wheat and Flour, and from all other Freights for the last two years. There is a falling off in Wheat and Flour of about 30 per cent., a gain from "all other Freights" of about 50 per cent., and an increase of *total* Freight Earnings of 34 per cent.

Statement D gives the monthly Earnings of the year, and E the results of the last six years.

Statement F gives a monthly return of all Freights moved during the year, which shows in some articles a very satisfactory gain over the previous year. G gives the same in yearly statements for the last six years.

Statement H shows the distance of Stations from Detroit with the Passenger and Freight rates from each. Statement I gives the number of miles run by Locomotives in each branch of service, and J, the monthly disbursements on account of Operating the Road.

Statement K gives a Schedule of the Locomotives, showing their dimensions and builders' names, and L shows the number of Cars of each kind in service, and under process of construction.

The Company has on hand at the present time, and paid for, the usual amount of Materials for the repair of its Rolling Stock, and also a good supply of all materials used in working the road.

I am, very respectfully,

Your obedient servant,

R. N. RICE, *Superintendent.*

SUPERINTENDENT'S OFFICE, M. C. R. R. }
Detroit, June 5, 1856. }

TABLES
TO
SUPERINTENDENT'S REPORT.

1856.



A.

STATEMENT of the number of Way Passengers, and the earnings from the same, for the years ending May 31, 1855, and May 31, 1856.

Months.	NO. OF WAY PASSENGERS.		WAY PASSENGER EARNINGS.	
	Year ending May 31, 1855.	Year ending May 31, 1856.	Year ending May 31, 1855.	Year ending May 31, 1856.
June, - - - -	27,264	34,819 $\frac{1}{2}$	\$ 44,852.63	\$ 54,296.82
July, - - - -	22,896	31,915 $\frac{1}{2}$	32,913.24	45,071.19
August, - - -	22,765 $\frac{1}{2}$	31,742 $\frac{1}{3}$	33,712.56	48,835.65
September, - -	33,265 $\frac{1}{2}$	34,702	54,829.69	57,179.29
October, - - -	40,529 $\frac{1}{2}$	47,697 $\frac{1}{2}$	69,722.61	74,794.07
November, - -	34,446	36,066 $\frac{1}{2}$	55,823.38	58,407.95
December, - -	25,998	31,400 $\frac{1}{2}$	37,746.76	46,762.59
January, - - -	23,505 $\frac{1}{2}$	23,013	32,977.04	34,490.70
February, - -	17,238 $\frac{1}{2}$	20,068 $\frac{1}{2}$	25,472.31	29,256.50
March, - - -	28,750 $\frac{1}{2}$	29,715	40,357.78	41,874.10
April, - - -	32,997	34,901	52,119.37	53,197.99
May, - - -	35,482 $\frac{1}{2}$	33,468 $\frac{1}{2}$	58,489.92	53,162.72
Total, - - -	345,138 $\frac{1}{2}$	389,510	\$539,017.29	\$597,329.57

B.

STATEMENT of the whole number of Passengers, and the Earnings for the same, for the years ending May 31, 1855, and May 31, 1856.

Months.	WHOLE NO. OF PASSENGERS.		PASSENGER EARNINGS.	
	Year ending May 31, 1855.	Year ending May 31, 1856.	Year ending May 31, 1855.	Year ending May 31, 1856.
June, - - -	44,640 $\frac{1}{2}$	51,981	\$ 106,821.44	\$ 146,706.02
July, - - -	35,912 $\frac{1}{2}$	44,248	82,531.07	110,394.20
August, - - -	36,132	46,179	87,981.99	125,643.35
September, -	52,080 $\frac{1}{2}$	52,481	135,846.87	159,126.16
October, - -	64,688	71,122	167,178.40	204,285.65
November, -	48,721	50,359	111,205.32	138,040.65
December, -	32,238	39,604	68,768.19	91,142.55
January, - -	27,780	27,735 $\frac{1}{2}$	55,582.30	63,190.59
February, - -	20,753 $\frac{1}{2}$	24,611	45,050.95	55,168.76
March, - - -	36,418	38,619	82,628.12	94,554.93
April, - - -	48,234 $\frac{1}{2}$	51,435	132,538.90	147,430.99
May, - - -	56,175 $\frac{1}{2}$	52,405 $\frac{1}{2}$	170,275.45	162,170.76
Total, - -	503,774	550,780	\$1,246,409.00	\$1,497,854.61

C.

STATEMENT showing the Amount received from Wheat and Flour, and all other Freights, for the years ending May 31, 1855, and May 31, 1856.

Months.	Am't rec'd from Wheat and Flour.		Amount received from other Freight.	
	Year ending May 31, 1855.	Year ending May 31, 1856.	Year ending May 31, 1855.	Year ending May 31, 1856.
June, - - -	\$ 6,425.17	\$ 9,214.31	\$ 54,581.28	\$ 74,860.84
July, - - -	939.42	3,691.69	36,380.45	60,494.26
August, - -	19,355.71	7,070.57	42,972.60	62,844.27
September, -	27,733.63	17,461.27	53,816.67	79,724.30
October, - -	27,574.30	25,026.72	68,271.08	91,005.75
November, -	41,537.70	34,211.96	73,815.24	124,948.97
December, -	15,194.61	16,086.35	47,334.32	107,495.04
January, - -	15,686.76	5,014.70	44,588.72	81,963.76
February, - -	6,858.58	2,936.88	34,731.54	49,705.49
March, - - -	11,679.92	4,934.31	59,687.08	84,942.29
April, - - -	13,243.30	6,715.30	82,495.38	119,122.02
May, - - -	17,432.35	8,912.31	98,110.22	131,541.38
Total, - - -	\$203,661.45	\$141,276.37	\$696,784.58	\$1,068,648.37

D.

STATEMENT of the Earnings of the Michigan Central Railroad from June 1, 1855, to May 31, 1856, inclusive.

Months.	Passengers.	Freight.	Miscellaneous.	Total.
June, - -	\$ 146,706.02	\$ 84,075.15	\$ 6,968.25	\$ 237,749.42
July, - -	110,394.20	64,185.95	8,652.16	183,232.31
August, -	125,643.35	69,914.84	7,049.06	202,607.25
September,	159,126.16	97,185.57	7,227.03	263,538.76
October, -	204,285.65	116,032.47	10,430.93	330,749.05
November,	138,040.65	159,160.93	7,894.15	305,095.73
December,	91,142.55	123,581.39	6,925.34	221,649.28
January, -	63,190.59	86,978.46	6,785.58	156,954.63
February, -	55,168.76	52,642.37	6,724.75	114,535.88
March, - -	94,554.93	89,876.60	7,273.74	191,705.27
April, - -	147,430.99	125,837.32	7,538.70	280,807.01
May, - - -	162,170.76	140,453.69	9,193.77	311,818.22
Total, - -	\$1,497,854.61	\$1,209,924.74	\$92,663.46	\$2,800,442.81

E.

CONDENSED STATEMENT

Of Business of the Michigan Central Railroad for the last six Years.

Years ending.	No. of Way Passengers.	No. of Through Passengers.	Total No. of Passengers.	No. of Tons Freight moved.	Gross Earnings.	Operating Expenses, including State Tax.	Net Earnings.
May 31, 1851, - -	117,976 $\frac{1}{2}$	73,875	191,851 $\frac{1}{2}$	134,208	\$ 947,347.39	\$ 341,664.65	\$ 605,682.74
May 31, 1852, - -	133,972	87,227 $\frac{1}{2}$	221,199 $\frac{1}{2}$	123,127	1,069,947.66	404,747.30	665,200.36
May 31, 1853, - -	170,059 $\frac{1}{2}$	77,492 $\frac{1}{2}$	247,552	161,226	1,153,660.91	566,721.98	586,938.93
May 31, 1854, - -	245,028	112,908	357,936	216,560	1,579,412.64	903,944.38	675,468.26
May 31, 1855, - -	345,138 $\frac{1}{2}$	158,635 $\frac{1}{2}$	503,774	241,825	2,215,283.73	1,335,627.48	879,656.25
May 31, 1856, - -	389,510	161,270	550,780	231,293	2,800,442.81	1,593,509.22	1,206,933.59

F.
MONTHLY STATEMENT
Of Freight moved during the year ending May 31, 1856.

	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March.	April.	May.	Total amount moved in the year ending May 31, 1856.
Apples, - - -	4	258	4,176½	8,126	11,620½	14,701½	8,503½	236	37½	731	1,263	689	50,346½
Ale and Beer, -	159	271	267¼	194¾	280½	254	198½	162½	122½	222½	277½	472	2,882
Asbes, - - -	22	3	5	12	9	5	-	4	2	1	6	13	82
Barley, - - -	1,716	1,664	360	4,173	5,398	4,105	3,455	1,596	2,183	1,008	2,904	598	29,160
Buckwheat Flour, -	8	3	1	-	4	10	14	14	1	-	1	-	56
Beans, - - -	76	23	-	4	1	114	151	123	282	107	352	185	1,423
Bran and Shorts, -	171	72	115	298	219	179	203	76	78	126	117	143	1,797
Beef, - - -	170	4	2	9	329	5,691	884	188	192	143	124	36	7,772
Butter, - - -	30	20	20	25	54	63	57	12	5	3	5	21	314
Corn, - - -	118,598	55,006	32,899	38,455	20,232	9,178	12,030	25,473	17,524	25,037	15,294	12,993	382,719
Cornmeal, - - -	845	721	639	617	407	765	440	235	285	294	274	390	5,912
Cheese, - - -	65	38	31	60	111	91	36	4	2	6	8	34	486
Cranberries, - -	-	-	4	46	96	-	41	13	2	1	1	20	224
Coal, - - -	205	213	185	420	256	325	278	193	69	126	155	223	2,648
Fruit, dried, - -	11	12	3	2	62	233	74	114	52	108	58	62	791
Flour, - - -	19,799	6,805	11,832½	39,181	57,366	72,957½	33,505	12,777½	6,324	13,270½	21,316	24,005½	319,139½
Furniture and Lugs, -	-	-	-	-	-	-	-	-	-	-	-	-	-
Gare, - - -	223	248	252	351	565	569	317	163	164	281	661	512	4,305
Grass and Clover Seed, - - -	-	1	6	205	20	28	46	52	53	137	48	4	600
Garden Roots, - -	1,554	953	1,530	786	1,978	3,069	1,828	-	758	737	11,137	20,376	44,706
Ham and Bacon, -	18	4	10	2	11	-	27	8	52	82	92	31	337
High Wines, - -	321	331	323	568	382	523	449	244	518	493	316	692	5,160
Hides, - - -	21	16	10	22	25	100	115	83	77	83	48	68	668
Iron and Nails, -	358	198	292	269	408	926	628	183	115	163	454	624	4,618

Lime, -	tons	206	167	151	184	75	150	68	60	31	63	158	166	1,479
Lumber, -	feet	1,824,127	1,324,924	1,530,865	930,829	931,929	1,023,259	1,249,862	1,012,065	1,202,834	2,235,470	2,271,779	1,566,924	17,104,867
Leaths, -	tons	80	96	117	159	149	216	29	40	155	32	193	97	1,363
Leather, -	"	40	30	45	86	115	100	57	34	39	54	49	50	699
Millstones, -	"	-	9	1	2	-	4	1	2	-	5	-	2	26
Miscellaneous Mer-														
chandise, -	"	4,773	2,889	3,573	5,799	6,784	7,373	4,164	2,447	1,530	4,187	6,056	7,579	57,154
Oats, -	bush.	38,469	5,617	11,398	5,102	5,344	11,381	13,643	3,913	13,580	7,848	6,151	4,895	127,341
Other Agricultural														
Products, -	tons	11	11	16	13	67	298	164	7	9	17	105	67	785
Plaster, -	"	50	23	163	177	36	49	531	45	77	280	232	1,033	2,696
Pig Iron, -	"	19	46	59	22	16	244	32	108	44	4	50	130	774
Pelts and Skins, -	"	10	13	18	13	27	48	63	69	44	60	22	46	433
Pork, -	bbls.	563½	279	117	176	72	967½	4,916½	216½	419½	628	2,499½	1,113	11,968
Pork in Hog, -	tons	-	-	-	-	-	175	1,792	3,846	1,341	246	-	6	7,406
Salt, -	bbls.	1,943	2,401	4,082	2,772	2,993	4,332	3,786	340	193	150	175	1,326	24,493
Stoves, -	tons	36	80	83	161	136	303	119	25	43	49	54	44	1,133
Shingles, -	M	1,773½	1,345½	877	751½	671½	597½	525	627½	540½	813	1,162½	1,052½	10,737½
Wool, -	tons	168	600	69	14	15	18	25	14	8	10	25	24	990
Wheat, -	bush.	29,529	21,281	52,974	100,601	101,577	160,565	46,234	3,712	8,107	4,521	8,014	40,343	577,458
Whiskey, -	bbls.	103	185	259	273½	342	547	653½	372	476	708	233	568	4,720
Neat Cattle, -	No.	2,119	2,352	2,133	1,259	2,347	866	601	284	416	284	2,995	5,487	21,143
Horses, -	"	333	158	339	318	416	451	259	94	158	94	597	160	3,377
Hogs, -	"	7,635	3,970	4,723	8,840	16,103	31,969	27,299	9,323	1,841	9,323	18,194	18,611	157,831
Sheep, -	"	1,484	127	222	668	1,971	1,297	1,052	757	345	817	1,309	712	10,761
Deer, -	"	-	-	-	-	-	-	-	-	-	-	-	-	-
Wood, -	cords	-	19½	83½	24	22½	39½	39½	33½	32½	27	20	6½	348½
Sand, Stone & Brick.	tons	876	458	231	118	164	142	100	8	-	15	26	92	2,230
Total in tons,		20,267	12,959	15,089	21,536	25,626	33,647	21,845	13,158	8,655	14,047	20,332	24,132	231,293

STATEMENT *Showing the total amount of Freight moved in the following years.*

ARTICLES.		Year ending May 31, 1851.	Year ending May 31, 1852.	Year ending May 31, 1853.	Year ending May 31, 1854.	Year ending May 31, 1855.	Year ending May 31, 1856.
Apples, - - -	bbls.	7,798	3,550	25,912	16,774	38,198½	50,346½
Ale and Beer, - -	bbls.	1,347	1,933	1,906	3,411	3,900	2,882
Ashes, - - -	tons	427	307	263	177	104	82
Barley, - - -	bush.	3,999	1,125	24,462	43,675	35,777	29,160
Buckwheat Flour, -	tons	10	17	15	27	13	56
Beans, - - -	bush.	1,881	223	1,064	2,472	9,189	1,423
Bran and Shorts, -	tons	569	858	1,090	1,656	1,899	1,797
Beef, - - -	bbls.	111	1,592	6,872	2,625	4,473½	7,772
Butter, - - -	tons	120	212	206	167	372	321
Corn, - - -	bush.	118,599	244,505	260,931	377,257	790,979	382,719
Cornmeal, - - -	bbls.	213	511	346	1,916	4,073	5,912
Cheese, - - -	tons	153	156	146	165	235	486
Cranberries, - - -	bbls.	781	1,947	1,026	980	597½	224
Coal, - - -	tons	656	824	1,091	1,823	2,312	2,648
Fruit, dried, - -	tons	269	96	339	406	424	791
Flour, - - -	bbls.	542,540	424,297	416,864	387,764½	366,220	319,139½
Furniture and Luggage, - - -	tons	2,009	2,260	2,084	2,528	3,406	4,306
Grass Seed, - - -	tons	25	35	340	489	429	600
Garden Roots, - -	bush.	24,530	22,878	34,833	35,500	72,966	44,706
Hams and Bacon, -	tons	54	97	328	815	670	337
High Wines, - - -	bbls.	8,724	7,302	9,032	5,818	5,634½	5,160
Hides, - - -	tons	114	146	224	529	481	668
Iron and Nails, - -	tons	2,176	1,480	3,194	4,658	8,422	4,618
Lime, - - -	tons	276	383	481	833	1,038	1,479
Lumber, - - -	feet	2,479,748	2,276,395	12,377,534	14,440,045	14,975,625	17,104,867
Laths, - - -	tons	288	318	529	1,296	1,183	1,363
Leather, - - -	tons	277	283	321	437	589	699
Millstones, - - -	tons	32	14	10	18	17	26
Miscellaneous Merchandise, - - -	tons	13,972	15,850	23,208	35,033	45,529	57,154
Oats, - - -	bush.	45,487	58,220	115,295	238,276	422,697	127,341
Other Agricultural Products, - - -	tons	220	342	268	330	727	785
Plaster, - - -	tons	1,264	1,214	2,613	3,103	3,293	2,696
Pig Iron, - - -	tons	597	299	439	571	430	774
Pelts and Skins, -	tons	151	91	213	190	247	433
Pork, - - -	bbls.	967	4,078	11,678	25,172½	18,393½	11,968
Pork in Hog, - -	tons	651	1,341	2,194	2,509	4,620	7,406
Salt, - - -	bbls.	20,765	17,837	18,936	21,705	27,453½	24,493
Stoves, - - -	tons	581	460	461	744	1,074	1,133
Shingles, - - -	M	5,099	5,298	7,878	8,025	8,796½	10,737½
Wool, - - -	tons	410	490	593	677	754	990
Wheat, - - -	bush.	668,741	578,778	807,707	1,275,394	1,077,257	577,458
Whiskey, - - -	bbls.	3,996	3,802	4,647	5,592½	7,037½	4,720
Neat Cattle, - -	No.	515	2,671	4,012	7,238	12,109	21,143
Horses, - - -	No.	285	474	584	1,647	3,530	3,377
Hogs, - - -	No.	3,582	4,003	12,432	15,165	37,051	157,831
Sheep, - - -	No.	845	1,365	7,161	10,432	11,323	10,761
Deer, - - -	No.	-	-	-	13	5	-
Stone, Sand, and Bricks, - - -	tons	-	4,145	6,271	3,304	5,540	2,230
Wood, - - -	cords	5,895	4,118	9,646	5,745	1,695	348½
Total in Tons,		134,208	123,127	161,322	216,583	241,825	231,293

H.

SCHEDULE OF STATIONS, with their Distances and Rates of Freight and Passenger Fare to or from Detroit.

STATIONS.	Miles from Detroit.	Passenger Fare.		Rates of Freight.			Flour, per Bbl.	Wheat, per 100 lbs.	Corn and Oats, per 100 lbs.	Cattle, per Car.	Small Animals, per Car.
		1st Class.	2d Class.	1st Class.	2d Class.	3d Class.					
				Cents per 100 lbs.	Cents per 100 lbs.	Cents per 100 lbs.	Cents.	Cents.	Dollars.	Dollars.	
Detroit, -	-	-	-	-	-	-	-	2 $\frac{3}{4}$	-	10	-
Dearborn, -	10.1	.30	.25	7	6	3	6	2 $\frac{3}{4}$	2 $\frac{3}{4}$	10	10
County House, -	15.7	.50	-	-	-	-	-	-	-	-	-
Wayne, -	17.5	.55	.45	10	8	5	10	4 $\frac{1}{2}$	4 $\frac{1}{2}$	10	10
Sheldons, -	22.2	.75	-	-	-	-	-	-	-	-	-
Dentons, -	24.8	.80	-	14	10	6	13	6	5 $\frac{1}{2}$	12	12
Ypsilanti, -	29.4	.90	.75	16	11	7	15	6 $\frac{1}{2}$	6	13	13
Geddes, -	33.3	1.00	-	18	12	8	16	7	6	14	14
Ann Arbor, -	37.4	1.10	.90	20	14	8	18	8	7	16	15
Delhi, -	42.6	1.25	-	22	16	10	21	9	8	17	16
Scio, -	44.3	1.30	-	23	16	10	22	10	8	17	16
Dexter, -	46.9	1.35	1.05	24	17	11	22	10	9	17	16
Chelsea, -	54.4	1.60	1.25	27	20	13	22	10	10	17	16
Franciscos, -	61.2	1.80	-	30	21	14	27	12	10	19	17
Grass Lake, -	65.4	1.95	1.50	31	23	15	27	12	11	19	17
Leoni, -	68.2	2.00	-	32	23	16	29	13	11	19	17
Michigan Centre, -	71.5	2.10	-	34	24	17	30	13	12	20	18
Jackson, -	75.6	2.25	1.75	35	25	18	32	14	12	20	18
Sandstone, -	81.8	2.45	-	-	-	-	34	15	12	22	20
Parma, -	86.4	2.55	2.00	39	27	20	34	15	13	22	20
Concord, -	89.1	2.65	-	40	29	21	34	15	13	22	20
Bath Mills, -	92.0	2.75	-	41	29	23	35	16	13	22	20

H, — Continued.

STATIONS.	Miles from Detroit.	Passenger Fare.		Rates of Freight.			Flour, per Bbl.	Wheat, per 100 lbs.	Corn and Oats, per 100 lbs.	Cattle, per Car.	Small Animals, per Car.
		1st Class.	2d Class.	1st Class.	2d Class.	3d Class.					
				Cents per 100 lbs.	Cents per 100 lbs.	Cents per 100 lbs.	Cents.	Cents.	Cents.	Dollars.	Dollars.
Albion, -	95.5	2.85	2.20	42	29	24	35	16	14	22	20
Marengo, -	101.0	3.00	-	43	30	26	37	17	14	23	21
Marshall, -	107.3	3.20	2.50	44	31	27	39	18	14	23	21
Ceresco, -	112.5	3.35	-	46	32	28	40	18	14	24	22
Battle Creek, -	120.2	3.50	2.65	47	33	30	40	18	15	25	23
Augusta, -	129.9	3.70	-	49	35	30	40	18	15	26	23
Galesburgh, -	134.3	3.80	2.85	50	36	30	40	18	15	26	23
Comstock, -	139.3	3.90	-	50	38	30	40	18	15	28	25
Kalamazoo, -	143.1	4.00	3.00	50	38	30	40	18	15	28	25
Mattawan, -	153.3	4.25	-	50	40	30	40	18	15	30	26
Paw Paw, -	159.4	4.35	3.25	50	40	30	40	18	15	30	26
Decatur, -	167.1	4.50	3.40	50	40	30	40	18	15	31	27
Dowagiac, -	178.2	4.60	3.50	50	40	30	40	18	15	31	27
Pokagon, -	184.1	4.70	-	50	40	30	40	18	15	33	27
Niles, -	190.7	4.80	3.60	50	40	30	40	18	15	34	28
Buchanan, -	197.0	5.00	-	50	40	30	40	18	16	35	29
Terre Coupee, -	201.4	5.20	3.95	50	40	30	40	18	17	37	30
Chamberlins, -	210.1	5.50	-	50	40	30	42	19	17	38	31
New Buffalo, -	217.9	5.75	4.30	50	40	30	44	20	18	38	31
Michigan City, -	227.5	6.00	4.50	50	40	30	45	20	20	38	31
Porter, -	239.7	6.25	4.70	50	40	30	48	22	20	40	33
Lake, -	248.1	6.40	4.80	50	40	30	50	23	20	43	36
Gibsons, -	259.9	6.60	5.00	50	40	30	52	24	20	45	36
Calumet, -	269.4	6.75	5.00	50	40	30	53	24	20	47	37
Chicago, -	284.8	7.00	5.00	50	40	30	55	25	20	50	40

I.

STATEMENT of Miles run by Locomotives, from June 1, 1855, to
 May 31, 1856, inclusive.

Months.	Passenger Trains.	Freight Trains.	Wood & Timber Trains.	Working Trains.	Total.
June, - - -	71,285	44,714	8,726	8,778	133,503
July, - - -	69,173	43,718	7,332	3,254	123,477
August, - -	67,732	40,361	5,457	5,405	118,955
September, -	70,854	49,954	7,124	7,741	135,673
October, - -	73,775	65,208	5,242	4,878	149,103
November, -	73,728	61,456	6,140	7,574	148,898
December, -	59,819	60,971	13,529	1,274	135,593
January, - -	59,389	49,420	11,127	-	119,936
February, - -	57,753	35,809	12,860	-	106,422
March, - - -	58,036	50,965	8,170	-	117,171
April, - - -	67,232	58,429	9,217	-	134,878
May, - - -	75,385	60,503	15,621	1,753	153,262
Total, - - -	804,161	621,508	110,545	40,657	1,576,871

J.

S T A T E M E N T

Of the Monthly Disbursements on Account of operating the Michigan Central Railroad, for the year ending May 31st, 1856.

Months.	Road Repairs.	Building Repairs.	Locomotive Repairs.	Car Repairs.	Locomotive Service.	Train Service.	Station Service.	Fuel.	Oil and Waste.	Stationery.	Miscellaneous.	State Taxes.	Total.
1855.													
June,	\$31,867.20	\$2,743.11	\$13,590.29	\$ 3,867.32	\$ 5,699.00	\$ 4,481.19	\$22,700.63	\$11,447.06	\$ 2,089.86	\$ 2,579.46	\$ 7,743.99	\$ 1,316.85	\$ 110,125.96
July,	20,199.43	5,059.43	10,648.68	3,509.97	5,647.25	4,326.71	23,970.85	8,408.51	9,558.99	1,915.88	7,046.23		100,291.93
Aug.,	27,189.76	5,865.38	11,329.70	6,930.94	4,772.26	4,243.26	19,776.43	7,246.53	6,720.66	2,067.74	6,441.28	939.16	103,523.10
Sept.,	21,095.88	7,352.29	12,001.34	6,938.18	3,985.79	5,434.91	22,621.02	6,458.57	2,077.65	1,883.19	7,772.12		97,620.94
Oct.,	28,646.85	6,062.41	14,822.74	2,021.57	6,055.58	5,262.37	25,663.78	7,004.76	1,141.56	1,128.78	9,463.63	1,357.18	108,631.21
Nov.,	23,511.55	2,682.38	18,202.30	6,532.93	7,254.69	5,413.59	27,258.04	5,106.07	3,279.97	2,175.92	5,458.15	266.00	107,141.59
Dec.,	20,565.38	7,902.54	19,218.76	9,398.84	6,151.63	6,115.87	27,048.39	15,947.79	1,764.94	1,996.46	11,926.39	174.72	128,211.71
1856.													
Jan.,	20,167.09	4,142.12	15,938.64	11,167.06	8,329.67	3,925.16	22,999.06	42,320.62	8,258.28	1,894.49	5,371.06	68,113.67	212,696.92
Feb.,	17,605.77	4,707.20	17,180.53	8,552.33	7,131.62	5,549.68	24,179.15	58,252.29	445.41	2,600.35	6,430.01		152,634.24
March,	23,723.24	4,975.83	23,414.21	25,240.75	7,221.26	4,899.97	23,282.47	59,907.26	2,975.46	1,826.77	5,761.17		183,238.39
April,	36,771.21	9,124.56	16,879.16	11,912.88	7,676.15	5,261.23	24,720.06	28,319.92	3,810.22	1,563.72	5,574.67	1,120.17	152,733.95
May,	26,427.11	5,816.06	1,629.14	3,755.45	9,037.32	4,194.27	34,231.92	19,050.44	2,366.03	4,613.68	3,834.69	92.54	115,048.05
Total.	297,770.47	66,433.31	174,855.49	99,898.22	78,962.22	59,108.21	298,451.80	269,469.82	44,459.03	26,246.34	82,822.79	73,380.29	1,571,817.99

K.

Schedule of LOCOMOTIVES, Dimensions, &c.

Name.	Builders.	Diameter of Drivers.	No. of Drivers.	Cylinders.
Bald Eagle,	Amoskeag Co. Manchester,	6 ft.	4	16+20
White Eagle,	" "	5½ ft.	4	"
Grey Eagle,	" "	"	4	"
Black Eagle,	" "	"	4	"
American Eagle,	" "	"	4	"
Golden Eagle,	" "	"	4	"
Flying Cloud,	" "	"	4	"
White Cloud,	" "	6 ft.	4	"
Storm,	" "	5½ ft.	4	"
North Wind,	" "	6 ft.	4	16+22
East Wind,	" "	5½ ft.	4	"
South Wind,	" "	6 ft.	4	"
West Wind,	" "	6 ft.	4	"
Trade Wind,	" "	6 ft.	4	"
Whirl Wind,	" "	5½ ft.	4	"
Challenge,	M. C. R. R. Co.,	"	4	16+20
Defiance,	"	"	4	"
Arab,	Detroit Loc. Works,	"	4	"
Mameluke,	" "	"	4	"
Circassian,	" "	"	4	"
Corsair,	" "	"	4	"
Egyptian,	" "	"	4	"
Persian,	" "	"	4	"
Grey Hound,	Lowell,	6 ft.	4	16+22
Fox Hound,	"	"	4	"
Wolf Hound,	"	"	4	"
Stag Hound,	"	5½ ft.	4	"
Pioneer,	Hinckley & Drury,	5 ft.	4	15+18
Comet,	" "	"	4	"
Torrent,	" "	"	4	"
Herald,	" "	"	4	"
Rein Deer,	" "	"	4	"
Antelope,	" "	"	4	"
May Flower,	" "	"	4	"
Gazelle,	" "	"	4	"
Hurricane,	" "	"	4	"

Schedule of LOCOMOTIVES, continued.

Name.	Builders.	Diameter of Drivers.	No. of Drivers.	Cylinders.
Cataract,	Hinckley & Drury,	5 ft.	4	15+18
Rocket,	Manchester,	5½ ft.	4	
Jupiter,	Amoskeag Co. Manchester,	4 ft.	6	16+20
Saturn,	" "	"	6	"
Neptune,	" "	"	6	"
Mars,	" "	"	6	"
Pluto,	" "	"	6	"
White Bear,	Detroit Loc. Works,	"	6	"
Grizzly Bear,	" "	"	6	"
Brown Bear,	" "	"	6	"
Black Bear,	" "	"	6	"
R. Mountain,	Hinckley & Drury,	"	6	"
Salamander,	" "	"	6	"
Hecla,	" "	"	6	"
Ætna,	" "	"	6	"
Niagara,	" "	"	6	"
Vesuvius,	" "	"	6	"
Peninsula,	M. C. R. R. Co.,	"	6	"
Goliah,	"	"	6	"
Washington,	"	"	6	"
Samson,	"	"	6	"
Giant,	"	"	6	"
Lion,	"	"	6	"
Tiger,	"	"	6	"
Ajax,	Amoskeag Co. Manchester,	4½ ft.	4	15+24
Atlas,	" "	"	4	"
Ceres,	" "	"	4	"
Stranger,	" "	5 ft.	4	"
Foreigner,	Rogers, Ketchum & Co.,	"	4	15+22
Saxon,	" "	4 ft. 8	4	16+22
America,	" "	"	4	"
Dolphin,	Schenectady Loc. Works,	"	4	15+22
Grampus,	" "	"	4	16+22
Porpoise,	" "	"	4	"
Globe,	Boston Loc. Works,	"	4	16+20
Hinkley,	Hinkley, Boston,	4 ft. 6	4	14+22
Vulcan,	Hinckley & Drury,	"	4	15+20
Hercules,	" "	"	4	"
Battle Creek,	" "	"	4	"
Swallow,	Baldwin, Philadelphia,	5 ft.	2	12+18
St. Joseph,	Lowell,	3 ft.	4	"
4 Training Engines,		3 ft. 10	4	

81 in all, including the four Trainers.

L.

STATEMENT *showing the number of CARS of each kind in service and in process of construction.*

PASSENGER CARS.

56 first class, with 12 wheels.

2 " " 12 " nearly ready for use.

2 " " 12 " in process of construction.

12 second class, with 8 "

BAGGAGE CARS.

8 with 12 wheels, 4 of which are fitted up for mail and express.

8 with 8 wheels, 1 of which is fitted up for mail and express.

1 with 12 wheels, in process of construction.

FREIGHT CARS.

760 covered 8-wheeled Cars, 44 of which are fitted up with platforms and moveable seats for transporting emigrants *westward*, and freight *eastward*.

170 covered 8-wheeled Cars, the materials for which have mostly been purchased and paid for.

215 open 8-wheeled Cars.

10 " 8 " " nearly done,

8 " 4 " "

46 covered 4-wheeled Cars.

GRAVEL AND OTHER CARS.

20 Gravel Cars (Single Dumpers.)

21 " " (Hand Dumpers.)

89 Hand Cars.

94 Wood and Repairing Cars.

RECAPITULATION.

The stock of Cars comprising those now in service, and others in process of construction, is as follows :—

In Passenger Department.

- 60 first class Passenger Cars.
- 12 second class Passenger Cars.
- 17 Baggage Cars.

In Freight Department.

760	covered	8-wheeled	Cars,	reckoned	as	single,	-	-	1520
225	open	8	"	"	"	"	-	-	450
8	"	4	"	"	"	"	-	-	8
46	covered	4	"	"	"	"	-	-	46
Total, - - - - -									<hr/> 2024

This does not include the 170 8-wheeled covered Cars, the materials for which are on hand and paid for.

Gravel and other Cars.

- 20 Gravel Cars (Single Dumpers.)
- 21 " " (Hand Dumpers.)
- 89 Hand Cars.
- 94 Repair and Wood Cars.